GOVERNMENT OF INDIA
CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION
LOK SABHA

UNSTARRED QUESTION NO:3006
ANSWERED ON:21.03.2017
Storage Capacity
Patil Shri A.T. (Nana)

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government proposes to create 100 lakh MT storage capacity in the form of steel silos;
(b) if so, the details thereof along with the locations identified for the purpose across the country; and
(c) the time by which the construction of steel silos is likely to be completed and these steel silos are likely to be available for storage of food grains?

Answer

MINISTER OF STATE FOR CONSUMER AFFAIRS, FOOD & PUBLIC DISTRIBUTION
(SHRI C. R. CHAUDHARY)
(a) to (b): Yes, Madam. Government has approved an action plan for construction of steel silos in the country for a capacity of 100 Lakh MT in the next four years in 3 phases as per details given below:-
Year
Selection of Silo Operator (LMT)
Silo Completion (LMT)
2016-17
36.25 LMT (Phase − 1)
5 LMT
2017-18
29.00 LMT (Phase − 2)
15 LMT
2018-19
34.75 LMT (Phase − 3)
30 LMT
2019-20
-
50 LMT
Total
100 LMT
100 LMT
Copy of approved action plan, including Phase-wise locations tentatively identified for construction of Silos, is enclosed at Annexure.
Against the above plan, Silo Operator for 38 LMT have been selected and silos of capacity 4.5 LMT have been completed as on 28.02.2017.
(c): After selection of Silo operator, construction of Silos would take around 2 years time. As per the Action Plan, the Silos are to be completed by 2019-20.
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ANNEXURE
ANNEXURE REFERRED TO IN REPLY TO PARTS (a) & (b) OF UNSTARRED QUESTION NO 3006 TO BE ANSWERED ON 21ST MARCH, 2017 IN LOK SABHA.
Copy of Approved Action Plan for construction of Silos.
1) Steel Silo storage with bulk handling facility is highly mechanized and modernized way of storing of foodgrains in bulk. It ensures better preservation of foodgrains and enhances its shelf life. If foodgrains are stored in Silos and transported in bulk, losses due to theft, pilferage and transportation would be negligible compared to foodgrains storage in bags in conventional warehouses. Further since land availability in existing FCI godowns is scarce, it would be prudent to shift to storage of foodgrains in Silos as it requires approximately 1/3rd land as compared to conventional storage warehouses. Moreover, Silos can be operated round the clock which would bring in flexibility and would improve overall efficiency. As such, construction of Silos and utilization of Silos for storing and transportation of foodgrains in bulk would be beneficial to the nation as a whole besides contributing in improving the efficiency of Railways as also creating an efficient Food Supply Chain Management System.Accordingly FCI has plans to modernize its storage facilities by construction of modern steel Silos on a PPP mode.
2) Existing storage capacity (as on 31.07.2015):
The existing storage capacity of FCI and State Agencies as on 31st July 2015 is 757.24 lakh MTs. The breakup of this capacity for FCI (Covered and CAP) and State Agencies (Covered and CAP) is as below:-
Total Storage Capacity with FCI (Owned/Hired)
Total Storage Capacity with State Agencies (excluding capacities given to FCI) for storage of foodgrains
Grand Total
Covered
CAP
Total

State Agencies
Covered
CAP
Total
Covered
CAP
Total
347.45
26.80
374.25
234.65
148.34
382.99
582.10
175.14
757.24

As against this storage capacity, the peak stock position on 1st June 2015 is 556.71 lakh MTs. This includes around 403.51 lakh MTs of wheat. Thus the existing storage capacity in the country is sufficient to meet the storage requirements. In view of the above Silo capacity has been planned basically as up gradation of the existing storage capacity. Further, at locations where there is no additional requirement of storage space, construction of silos should be linked to de-hiring of conventional warehouses of equivalent capacity. Thus, creation of silos would not result in additional storage capacity.

3) At present, technology for storage of rice in huge quantities has not been tested. As such, at present Silos are suitable for wheat only. Silos for wheat have to be built in wheat procuring as well as wheat consuming areas.Major wheat procuring States are Punjab, M.P., Haryana, U.P. & Rajasthan and major wheat consuming states are M.P., U.P., Rajasthan, Delhi, Bihar, W.B., Maharashtra and Gujarat. Silos are to be located in primarily aforementioned states. Further, since Silos located in wheat deficit states have to be filled by surplus procuring states, matching capacity would be required in surplus procuring states and deficit states. The plan for construction of Silos also includes having railway sidings with bulk movement facilities as true benefits of Silos will accrue only if we have provisions of Bulk movement of foodgrains along with Bulk storage of foodgrains.

...2/-

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4) Background:

The Government had initially approved setting up of silos for a capacity for 20 lakh MTs which was part of the capacity sanctioned under the PEG scheme. It was decided that 20 lakh MTs will be set up in the following ways:-

i. Silos under PPP with VGF funding (NitiAayog model) :Silos to be set up on land belonging to FCI/State Agencies. Under this, NitiAayog (Planning Commission) and Ministry had proposed setting up of silos under PPP mode with VGF funding from DEA. Silos were to be set up on existing depots of FCI/State Agencies for a concession period of 30 years. All the silos planned were to be with railway sidings. Under this, FCI did an assessment of existing depots where vacant land or CAP storage was available and identified six locations viz. Changsari(Assam), Katihar(Bihar), Narela(Delhi), Whitefield(Karnataka), Sahnewal (Punjab) and Kotkapura (Punjab) where FCI had vacant land that was sufficient roset up silos. At two additional locations, namely Kilaraipur in Punjab and Baramati in Maharashtra, State Agencies had land available on which Silos could be constructed. For these locations, State Agencies were to invite the bids. For the FCI locations, RFQhas been floated and 21 bids have been received. However, 5 of these locations required split placement of rakes for which the matter was taken up with Railways. As per the response received from Railways, the Railways have asked for certain additions at Changsari and Narela to allow for full railway siding. The same is being examined. RFQ for these locations will be floated with the concurrence of Railways and DEA for VGF. For Sahnewal, as per the joint verification done with railways, it shall be possible to have full rake placement. As per decision arrived at in a meeting held in Prime Minister's office, split placement of rakes will be allowed for Kotkapura and Whitefield. Accordingly, approval of DEA for VGF is being sought and RFP will be issued for selection of the Silo operators. Additional locations are being examined for considering setting up of silos in this mode.

ii. Silos under PPP with VGF (DEA model) :On locations, where there is a Storage Gap and FCI does not possess land, Silos will be set up by private parties on private land with the condition that the land would be transferred to FCI on the date of commencement of operations. Under this mode, DEA had proposed setting of silos under PPP with VGF funding for 30 years concession period at 2 locations namely Mohnia and Buxar. These Silos have been planned as road fed Silos without the railway sidings. At these locations rice silos for capacity of 12,500 MTs have also been planned on a pilot basis. The bid documents under this mode are finalised and approval for VGF is being submitted to DEA.

iii. Silos on non VGF model : At other locations where there is a Storage Gap and land is not available with FCI or State Agencies, Silos have been planned to be constructed on private land without any land transfer: Under this mode silos have been proposed to be constructed without any VGF funding and bids for 36 locations were invited in November 2013 which had to be cancelled due to single bid being received and that too only for three locations. Under non VGF mode bid documents have been finalized and tenders are to be floated for 27 locations for a capacity of 13.5 lakh MTs. These Silos are planned with railway sidings and 30 years concessionaire period.

iv. Silos by State Governments (MP) :State Government of Madhya Pradesh is constructing silos on PPP mode with VGF funding (NitiAayog model) on land belonging to State Government. Work is already under progress for 5 lakh MTs at ten locations. These silos have been proposed without railway siding.

v. Silos by State Governments (Punjab) :in Punjab, State Agencies - PUNGRAIN and PSWC have floated tenders for construction of silos for capacity of 11.75 lakh MTs which are primarily mandi silos and silos to be built on land belonging to State Agencies under PPP mode with VGF funding. However, VGF has been proposed to be given by Punjab Government. These Silos are without railway sidings.

vi. Silos by CWC : CWC has also proposed constructions of silos at land which is owned by them. For this a proposal is being prepared for working out the costs for such silos. CRWC has also been asked to explore the possibility of construction of silos at locations where they have land.

vii. Silos at PFTs :FCI is also exploring construction of silos where Railways have allocated private freight terminals and the

concerned operators have the capability of constructing silos on land belonging to them and offer it to FCI on rates equal to that of conventional hiring from CWC. Since the PFT operators already have railway sidings, it will take lesser time to construct these Silos.
...3/-
...3...
5) Strategy for building Silos:
Government of India has advised to frame policy/road map for construction of 100 LMT Silos in next 4 years. It is also submitted that the High Level Committee constituted for re-structuring of FCI hadrecommended construction of Silos for Capacity 100 LMT.Subsequently, FCI had done an exercise with regard to the existing Storage Gap and requirement of Silos for storage of Wheat and accordingly, Ministry of CA, F&PD had decided that Silos for capacity of43.5 LMT Silos will be constructed by FCI and State Agencies. In view of the directions of the Government, present strategy is to make a road map for construction of 100 LMT Silos in next 4 years in a Phase Wise manner as the actual requirement of Silos is dependent on existing Storage Capacity, Stocks in Central Pool and the resultant Storage Gap. The Silo strategy is also dependent on the Government policy with regard to Direct Benefit Transfer which was also one of the recommendations of the High Level Committee for restructuring of FCI and already Government is implementing the DBT Scheme on a Pilot basis in the UTs of Chandigarh, Puducherry and Dadra & Nagar Haveli. Thus in case there is a change in the procurement and distribution policy under NFSA / TPDS, creation of capacity that might not be required with a financial commitment for 30 years will need to be reviewed and evaluated with regard to the financial implications of the same.
In view of this, it has been planned to undertake construction of Silos in a Phase wise manner. A three phase approach has been adopted which ensures that if needed, we can have the creation of 100 LMT of Silo capacity in 4-5 years and at the same time we have the flexibility to limit the construction of Silos to capacity that is actually needed and financially viable.
Finance division of FCI has also examined the issue and has given following observations :
â€¢ Requirement of additional capacity may be assessed considering future requirements
â€¢ De hiring available and usable covered capacities would be extra expenditure as cost of hiring is cheaper than cost of new construction
â€¢ Stand alone Silos without provision of bulk movement may not be cost effective as is being done by Punjab & Madhya Pradesh.
â€¢ FCI existing depots that are still usable may not be dismantled as they have not yet been declared storage unworthy.
â€¢ Additional revenue guarantee for long term i.e 30 years may be revisited as it involves long term commitment of FCI.
â€¢ To plan for construction of Silos, following parameters have been examined:
â€¢ FCI locations where there are railway sidings have been assessed for examining the feasibility of construction of Silos.
â€¢ Storage gap for wheat in procuring and consuming areas has been reviewed. In this regard, there is a need to review the existing norms of 4 months of Storage capacity in consuming areas as Silos allow for a longer period of Storage and since minimum viable capacity for Silos is 25000 MT, there would be a situation where Storage for 6-9 months allocation will be possible.
â€¢ In view of the fact that FCI already has sufficient Storage Capacity for stocks in Central Pool, dismantling of conventional covered godowns, which were constructed 40-50 years back, and have outlived their life, would have to be done to build Silos.Based on a preliminary study done by Engineering Division of Headquarters and it has been observed that 14 godowns have already lived life of more than 50 years and part of these godowns can be substituted with silos. It is to be noted that Silos require only one third of the land as needed for conventional warehouses and so by demolishing just 20000 MT of dilapidated conventional sheds, Silos of capacity 50000 MT can be constructed. In addition, there are 4 godowns, for which, it has been observed by Engineering Division of Headquarters that these depots still have remaining life of about 4 − 8 years and dismantling of these depots may be undertaken after 3 − 5 years.However, it is also submitted that the conventional warehouses proposed to be demolished are being utilized presently and have not been declared storage unworthy. These will be demolished only with the objective of upgrading them to modern Silos as part of the modernization exercise. However it is submitted that at the time of actual dismantling of covered capacity for construction of Silos, cost economies will have to be drawn and a conscious decision would be taken considering costs involved and benefit expected to be accrued considering that Silos will be constructed by dismantling godowns which are still storage worthy. These Silos will be built on the PPP model with VGF funding on the NitiAayog model.
...4/-
...4...
â€¢ Silos would be built under non-VGF route where land is not available with FCI/State Government and there is requirement based upon storage gap wherein Private Parties will build Silos with Railway Sidings on their own lands and will get a concession period of 30 years.
â€¢ VGF route on DEA model with Silos at private land with transfer of land to FCI on the date of commencement of operation.
â€¢ State Governments also to build silos on the model of Madhya Pradesh and Punjab. In States like Punjab, these Silos will substitute existing CAP capacity or will entail dehiring of equivalent Private Hired Godowns. State Governments of Rajasthan, Bihar and Uttar Pradesh will be requested to identify locations for construction of Silos.
â€¢ Silos to also be constructed by CWC/CRWC on land belonging to them. These Silos will be also in the form of upgradation of existing facilities and will entail dehiring of equivalent conventional capacity.
â€¢ Policy for building Silos near existing Private Freight Terminals (PFTs) to ensure Silos are built where Railway sidings exist and there is storage gap. These Silos will be built at cost that is equal or less than the cost of hiring in CWC warehouses.
â€¢ Converting un-sanctioned PEG capacities to Silos. In view of the fact that locations where PEG capacity was sanctioned and the same has not been constructed for various reasons, these locations will be considered for Silo capacity in case there is a requirement of Storage of Wheat at these locations.
â€¢ In view of the issues as identified above, it is also proposed to get a study conducted by professional experts who would comprehensively examine the Storage Policy of FCI and recommend the ways in which modern Storage in the form of Silos can be adopted by FCI by leveraging the existing assets of FCI in the form of land and conventional warehouses. The professional study will also cover other aspects of modernization in the form of provisioning of conveyor belts and stackers for reducing the hardship of labour and improving efficiency in the operations of the Corporation. Such study would be undertaken for execution of plan for phase - 2 and Phase − 3 and may also include study for utilizing silos for storage of rice.
â€¢ Further, for building Silos at this scale, FCI will need a Project Monitoring Unit (PMU) to help in planning and execution of construction of Silos. The PMU will look into the overall planning and project management of the Silos project of FCI to ensure proper technical guidance and ensuring implementation of the Silos project in the given timelines.
6) In view of the above and as per operational requirements of FCI, it is proposed to take up construction of Silos in a phased manner. The various phases will be as below:

Phase 1 :Based on the above criteria and parameters, it is proposed that construction of silos be taken up in first stage as per the following plan:
State
VGF (NitiAyog)
VGF DEA
Non VGF
State Govt
CWC
Total
Punjab
1.25
3.5
11.75
0.5
16.5
Haryana
3
3.0
UP
0.5
3
3.5
Delhi
0.5
0.5
Maharashtra
1.0
1.0
Bihar
0.5
1.0
1.0
2.5
MP
5
5.0
Gujarat
1.0
1.0
West Bengal
2.0
2.0
Assam
0.5
0.5
Karnataka
0.25
0.25
Total
4.5
1.0
13.5
16.75
0.5
36.25
All capacities are in LMT. State-wise details of locations for Phase − 1 is placed at Annexure-I.
...5/-
...5...
7) Phase 2 :In phase 2, under VGF mode, Silos will be constructed by dismantling end to life or near to end of life FSD. Further all unsanctioned PEG capacity will be converted to Silos under non VGF mode. State Governments and CWC will also be requested to take up construction of Silos. Accordingly, based on existing storage gaps, the plan for phase-2 is proposed as below:
State
VGF − Dismantling of Old Depots
State Govt
Unsanctioned PEG Capacities − non VGF
CWC
Total
Punjab
7
1.5
8.5

Haryana
2
2.0
UP
3.5
3.5
Rajasthan
1.5
3.5
5.0
Maharashtra
0.5
0.5
Delhi
0.5
0.5
West Bengal
2.0
2.0
Bihar
2.0
5.0
7.0
Total
10.0
3.5
14.0
1.5
29.0
Centre-wise details of locations in Phase-2 is placed at Annexure-ll.
8) Phase 3 :On pilot basis, Rice Silos are being explored at Kaimur and Buxur in Bihar in Phase 1. Based on the outcome of the pilot on Rice Silos, more rice Silos in rice procuring states may be constructed. This is essential as Rice Silos are of capacities smaller than Wheat Silos and also require Chilling Units which has an impact on the overall cost of storage.
In view of the fact that presently also State Governments account for almost 50% of the existing storage capacity in the country, State Governments are also needed to take up construction of Silos on the pattern of Madhya Pradesh and Punjab. Accordingly targets would also be given to State Governments for construction of Silos and it will also involve de hiring of conventional capacities presently hired by them from private parties and also upgrading their own covered capacities into Silos.
The proposed plan for Phase 3 is as below:
State
State Govt.(Rice Silos)
State Govt.(Wheat Silos)
FCI
CWC
Total
AP &Telangana
5
5.0
Uttar Pradesh
5
5.0
West Bengal
0.5
3
3.5
Gujarat
2
2.0
Odisha
2
2.0
Chattisgarh
1
1.0
Rajasthan
1.25
1.25
Madhya Pradesh
5.0
5.0
Haryana
4.5

4.5
Punjab
5.0
0.5
5.5
Total
7.5
25.75
1
0.5
34.75
Centre wise details of tentative locations proposed in Phase 3 are placed as Annexure-lll.
9) Silo planned for 2nd and 3rd phase will involve dismantling of covered capacity or dehiring of covered capacity presently hired form CWC/SWC/Private Parties. However final decision on identifying silo sites will be based on policy guideline on storage gap assessment framed by GOI for the scheme.
10) The silos being constructed by State govt./CWC, whose proposal have already been initiated by them, will not be covered under any guarantee scheme by FCI/GOI expected under the scheme. This will be subject to policy decision of Government of India.
â€¦6/-
â€¦6..
11) Locations cited in the proposal are tentative and actual location identification will be done based on policy guidelines framed by GOI.
12) It is further submitted that the plan to build silos is to modernize the storage capacities for storage of foodgrains & as augmentation of storage capacity is not required, construction of silos will involve de-hiring of conventional godowns of private parties and CWC/SWC's etc.
13) It is also to be noted that States of MP & Punjab are also building stand-alone silos without provision of railway siding. In this case, if stocks are moved to other locations, benefits of movement in bulk would not be available & only objective of storage in bulk would be achieved.
14) Another constraint for building silos will be the approval to be obtained from Railways for split placement of rakes as presently Railways is insisting on full rake placement which is not possible at most of the existing FCI depots. Recently, in a meeting held in PMO, permission has been granted for split rake placement at Whitefield and Kotkapura where full placement is not possible.
15) Projected Timelines for construction of Silos would be as follows:
Year
Phase
Selection of Silo Operator (LMT
Silo Completion (LMT
2016-17
1
36.25 LMT
5 LMT
2017-18
2
29.00 LMT
15 LMT
2018-19
3
34.75 LMT (by June,2018)
30 LMT
2019-20
--
50 LMT
Total
100 LMT
100 LMT
16) Constraints &Challenges:It is submitted that the Plan of construction of storage capacity in the form of Silos would be dependent upon many variables such as:
â€¢ Availability of existing conventional covered capacity.
â€¢ Future prospect of procurement of wheat especially in eastern states.
â€¢ Self-sufficiency of certain states in procurement and consumption of wheat thereby affecting inter-state movement of wheat from surplus to deficit states.
â€¢ Change in crop pattern of certain States specially Punjab and Haryana due to depleting water table.
â€¢ Impact of Direct Bank Transfer (DBT) of food subsidy on requirement of foodgrains.
â€¢ Effect on utilization of available covered capacity with CWC/ various SWCs.
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ANNEXURE-I
ANNEXURE REFERRED TO IN REPLY TO PARTS (a) & (b) OF UNSTARRED QUESTION NO 3006 TO BE ANSWERED ON 21ST MARCH, 2017 IN LOK SABHA.
State wise locations for Silos in Phase 1
PUNJAB
â€¢ 0.5 LMT capacity under VGF mode in Kilaraipur to be built by PSWC.
â€¢ 0.5 LMT capacity to be built by CWC at Nabha.
â€¢ 0.75 LMT capacity under VGF mode to be built in existing FCI godowns.

S. No
Centre
Capacity in MTs
1
Sahnewal
50,000
2
Kotkapura
25,000
â€¢ 6.75 LMT capacity planned by PSWC
Sr. No.
Centre
Capacity in MTs
1
Nurmahal
25,000
2
Chhehreatta
25,000
3
Bhulath
25,000
4
Machhiwara
25,000
5
ChwaPayal
37,500
6
Mullanpur
25,000
7
Patran
37,500
8
Sirhind
25,000
9
Sangrur
25,000
10
Bathinda
25,000
11
Jalalabad
25,000
12
Ajnala
50,000
13
Kartarpur
25,000
14
Banga
50,000
15
Ajitwal
50,000
16
Phagwara
25,000
17
Balachaur
25,000
18
Roopnagar
50,000
19
Dharamkot
50,000
20

Makhu
50,000
â€¢ 5 LMT capacity to be built by PUNGRAIN
Sr. No.
Centre
Capacity in MTs
1
Khanna
50,000
2
Malerkotla
50,000
3
Ahmedgarh
50,000
4
Dhuri
50,000
5
Barnala
50,000
6
Patiala
50,000
7
Nabha
50,000
8
Sunam
50,000
9
Jagroan
50,000
10
Rampuraphul
50,000
..2/-
â€¦2â€¦
â€¢ 3.5 LMT Silos under Non-VGF mode :
Sr. No.
Centre
Capacity in MTs
1
Barnala
50,000
2
Chhehreatta
50,000
3
Patiala
50,000
4
Jalalabad
50,000
5
Sangrur
50,000
6
Dhuri
50,000
7
Batala
50,000
ASSAM
0.5 LMT capacity under VGF mode at Changsari
HARYANA
â€¢ 3 LMT Silos under Non-VGF mode. These are as follows :
Sr. No.
Centre
Capacity in MTs
1

Bhattu
50,000
2
Jind
50,000
3
Panipat
50,000
4
Palwal
50,000
5
Rohtak
50,000
6
Sonepat
50,000
DELHI
â€¢ 0.5 LMT capacity under VGF mode in Narela
MAHARASHTRA
â€¢ 1 LMT capacity under VGF mode in Baramati&Borivilli(50,000 MT each)
BIHAR
â€¢ 1 LMT capacity Silos at Bhagalpur &Bettiah under Non-VGF mode(50,000 MT each)
â€¢ 1 LMT capacity Silos under VGF mode(DEA model) at Kaimur&Buxar(50,000 MT each)
â€¢ 0.5 LMT capacity Silos under VGF mode at Katihar
MADHYA PRADESH
â€¢ 5 LMT capacity Silos built by MPWLC at 10 locations:
Sr. No
Centre
Capacity in MTs
1
Harda
50,000
2
Hoshangabad
50,000
3
Dewas
50,000
4
Raisen
50,000
5
Satna
50,000
6
Sehore
50,000
7
Ujjain
50,000
8
Vidisha
50,000
9
Bhopal
50,000
10
Indore
50,000
â€¦3/-
â€¦3â€¦
GUJARAT
â€¢ 1 LMT capacity under non - VGF mode at Banaskantha and Ahmedabad(50,000 MT each)
West Bengal
â€¢ 2 LMT capacity under non - VGF mode at Rangapani, Maldha, Dankuni and Mecheda(50,000 MT each)
KARNATAKA
â€¢ 0.25 LMT capacity under VGF mode at Whitefield
UTTAR PRADESH
â€¢ 3 LMT Silos under Non-VGF mode. These are as follows :
Sr. No

Centre
Capacity in MTs
1
Varanasi
50,000
2
Kannauj
50,000
3
Faizabad
50,000
4
Fatehpur
50,000
5
Basti
50,000
6
Deoria
50,000
â€¢ 0.5 LMT capacity under VGF mode in Dhamora
State wise breakup of locations of Phase 1
State
VGF (NitiAyog)
VGF DEA
Non VGF
State Govt
CWC
Total
Punjab
1.25
3.5
11.75
0.5
16.5
Haryana
3
3.0
UP
0.5
3
3.5
Delhi
0.5
0.5
Maharashtra
1.0
1.0
Bihar
0.5
1.0
1.0
2.5
MP
5
5.0
Gujarat
1.0
1.0
West Bengal
2.0
2.0
Assam
0.5
0.5
Karnataka
0.25
0.25
Total
4.5
1.0

13.5
16.75
0.5
36.25
****
ANNEXURE-II
ANNEXURE REFERRED TO IN REPLY TO PARTS (a) & (b) OF UNSTARRED QUESTION NO 3006 TO BE ANSWERED ON 21ST MARCH, 2017 IN LOK SABHA.
PUNJAB
â€¢ Capacity of 7 LMT is proposed to be transferred from PEG Scheme to Silos. Unsanctioned capacities under PEG scheme will be merged to construct Silos of 50,000 LMT at the following locations under non VGF model:
Sr. No
Centre
Capacity in MTs
1
Ropar
50,000
2
Sirhind
50,000
3
Faridkot
50,000
4
Kilaraipur
50,000
5
Rajpura
50,000
6
Batala
50,000
7
Banga
50,000
8
Phagwara
50,000
9
Jagraon
50,000
10
Moga
50,000
11
Barnala
50,000
12
Dhuri
50,000
13
Sangrur
50,000
14
Sunam
50,000
Total
7,00,000
â€¢ 1.5 LMT capacity will be built by CWC at Nabha in this phase.
As per guidelines, centres for constructing silos from left-over of PEG scheme would be decided through SLC/HLC constituted for the purpose.
HARYANA
â€¢ Capacity of 2 LMT is proposed to be transferred from PEG Scheme to Silos. Unsanctioned capacities under PEG scheme will be merged to construct Silos of 50,000 LMT at the following locations under non VGF model:
Sr. No
Centre
Capacity in MTs
1
Tohana
50,000
2

Jagadhari
50,000
3
Rohtak
50,000
4
Narwana
50,000
Total
2,00,000
Actual locations will be finalisedby SLC/HLC route constituted for the purpose.
MAHARASHTRA
â€¢ 0.5 LMT by dismantling End-of-life(EOL) godown at Nagpur on VGF model
...2/-
...2...
DELHI
â€¢ 0.5 LMT by dismantling part of the godown at Mayapuri on VGF model.
WEST BENGAL
â€¢ 2 LMT capacity Silos at JJP and OJM(1 LMT each) by dismantling End-of-life(EOL) godowns on VGF model.
RAJASTHAN
â€¢ 1.5 LMT capacity Silos at Udaipur, Gandhinagar& Ajmer(50,000 MT each) by dismantling End-of-life(EOL) godowns on VGF model.
â€¢ 3.5 LMT capacity Silos shall be created by State Govt. on their own land. Tentative locations can be as follows:-
Sr. No.
Centre
Capacity in MTs
1
Sriganganagar
1,00,000
2
SawaiMadhopur
50,000
3
Kota
50,000
4
Alwar
50,000
5
Bikaner
50,000
6
Dholpur
50,000
Total
3,50,000
UTTAR PRADESH
â€¢ By dismantling End-of-life(EOL) godowns on VGF model.
Sr. No
Centre
Capacity in MTs
1
Gorakhpur
50,000
2
Talkatora
50,000
3
Agra Cantt
50,000
4
Hapur
50,000
5
Varanasi
50,000
6
Harduaganj
50,000
7
Chanderi

50,000
Total
3,50,000
BIHAR
â€¢ 2 LMT capacity Silos at Digaghat, Phulwarisharif, Mokama& Gaya(50,000 MT each) by dismantling End-of-life(EOL) godowns on VGF model
â€¢ Capacity of 1 LMT may be transferred from PEG scheme to Silos as below:
Sr. No.
Centre
Capacity in MTs
1
Bhagalpur
50,000
2
Hajipur
50,000
Total
1,00,000
...3/-

Actual locations will be finalised by SLC/HLC route constituted for the purpose.
Further, State Government.will be allocated 4 LMT capacity as below:-
Sr. No.
Centre
Capacity in MTs
1
Vaishali
50,000
2
Muzzaffarpur
50,000
3
Sitamarhi
50,000
4
Motihari
50,000
5
Darbhanga
50,000
6
Samastipur
50,000
7
Purnea
50,000
8
Araria
50,000
Total
4,00,000
State wise breakup of locations of Phase 2
State
VGF − Dismantling of Old Depots
State Govt
Unsanctioned PEG Capacities − non VGF
CWC
Total
Punjab
7
1.5
8.5
Haryana
2
2.0
UP
3.5
3.5
Rajasthan
1.5
3.5

5.0
Maharashtra
0.5
0.5
Delhi
0.5
0.5
West Bengal
2.0
2.0
Bihar
2.0
5.0
7.0
Total
10.0
3.5
14.0
1.5
29.0
ANNEXURE-III
ANNEXURE REFERRED TO IN REPLY TO PARTS (a) & (b) OF UNSTARRED QUESTION NO 3006 TO BE ANSWERED ON 21ST MARCH, 2017 IN LOK SABHA.
In Phase 3, construction of Silos will be taken up based on the experience gained in construction of Rice Silos. Further additional capacity is proposed to be created by mainly by concerned State Governments. This will also involve de-hiring of godowns from private parties/SWCs/CWC.
Details of State-wise capacity to be built is as under:-
Andhra Pradesh &Telengana
â€¢ 5 LMT capacity to be created for Rice silos.
Sr. No.
Centre
Capacity in MTs
1
Srikakulam
1,00,000
2
East Godavari
1,00,000
3
West Godavari
1,00,000
4
Krishna
50,000
5
Nalgonda
1,00,000
6
Karimnagar
50,000
Total
5,00,000
Rice Silos in Andhra Pradesh can be taken up in earlier phase also based on the experience gained in the pilot projects for Rice Silos at Kaimur&Buxar.
Uttar Pradesh
â€¢ 5 LMT capacity to be created for Wheat Silos.
Sr. No.
Centre
Capacity in MTs
1
Allahabad
50,000
2
Hardoi
50,000
3
Azamgarh
50,000
4
Barabanki
50,000

5
Bareilly
50,000
6
Jaunpur
50,000
7
Kanpur Dahat
50,000
8
L. Kheri
50,000
9
Saharanpur
50,000
10
Sitapur
50,000
Total
5,00,000
West Bengal
â€¢ 3.5 LMT capacity to be created in W.B. In Darjeeling, out of 1 LMT capacity, 50,000 MT will be built for Wheat Silos & 50,000 MT capacity for Rice Silos. At remaining centres, capacity will be built for Wheat Silos. Details are as under:-
Sr. No.
Centre
Capacity in MTs
1
Darjeeling
1,00,000
2
Durgapur
50,000
3
Birbhum
50,000
4
Hooghly
50,000
5
Kolkatta
50,000
6
Murshidabad
50,000
Total
3,50,000
â€¢ The above capacity will be built by the concerned State Government
...2/-

Gujarat
â€¢ 2 LMT capacity to be created for Wheat Silos.
Sr. No.
Centre
Capacity in MTs
1
Mehsana
50,000
2
Kheda
50,000
3
Anand
50,000
4
Baroda
50,000
Total
2,00,000
â€¢ The above capacity will be built by the concerned State Government
Odisha
â€¢ 2 LMT capacity to be created for Rice Silos.

Sr. No.
Centre
Capacity in MTs
1
Mayurbhanj
50,000
2
Keonjhar
50,000
3
Sundergarh
50,000
4
Puri
50,000
Total
2,00,000
â€¢ The above capacity will be built by concerned State Govt.
Chattisgarh
â€¢ 1 LMT capacity to be created at Raipur for Rice Silos.
Rajasthan
â€¢ 1.25 LMT capacity can be allocated to State Government. Tentative locations can be as follows:
Sr. No.
Centre
Capacity in MTs
1
Hanumangarh
1,00,000
2
Ajmer
25,000
Total
1,25,000
Madhya Pradesh
â€¢ 5 LMT capacity to be created for Wheat Silos to be built by State Government
Sr. No.
Centre
Capacity in MTs
1
Morena
50,000
2
Gwalior
50,000
3
Shivpuri
50,000
4
Guna
50,000
5
Ashok Nagar
50,000
6
Datia
50,000
7
Dhar
50,000
8
Khandwa
50,000
9
Sagar
50,000
10
Banapura
50,000
Total
5,00,000
...3/-

Haryana
â€¢ 4.5 LMT capacity to be created for Wheat Silos.

Sr. No.	Centre	Capacity in MTs
1	Shahabad	50,000
2	Ambala	1,00,000
3	Karnal	1,50,000
4	Panipat	50,000
5	Bhiwani	50,000
6	Hansi	50,000
Total		4,50,000

Punjab
â€¢ 5.5 LMT capacity to be created in Punjab for Wheat Silos. In this, 50,000 MT capacity at Bhagtanwala will be built by CWC& remaining Silos of 5 LMT capacity will be built by State Govt.

Sr. No.	Centre	Capacity in MTs
1	Bhagtanwala	50,000
2	Mansa	50,000
3	Budhlada	50,000
4	Bhucho	50,000
5	Gidderbaha	50,000
6	Muktsar	1,00,000
7	Ajitwal	50,000
8	Abhor	50,000
9	Faridkot	50,000
10	Khanna	50,000
Total		5,50,000

State wise breakup of locations of Phase-3

State	By State Govt.(Rice Silos)	By State Govt.(Wheat Silos)	FCI	CWC	Total

AP &Telangana
5
5.0
Uttar Pradesh
5
5.0
West Bengal
0.5
3
3.5
Gujarat
2
2.0
Odhisa
2
2.0
Chattisgarh
1
1.0
Rajasthan
1.25
1.25
Madhya Pradesh
5.0
5.0
Haryana
4.5
4.5
Punjab
5.0
0.5
5.5
Total
7.5
25.75
1
0.5
34.75
Note:-
â€¢ Above proposed locations are only indicative and all the locations will need to be ratified by SLC and HLC constituted for the Silos.
â€¢ The capacity indicated in various phases can be interchanged among different phases depending on the operational feasibilities.
â€¢ Phase-3 capacity is proposed to be created mainly through respective State Governments.
â€¢ PEG capacity has been created on 9/10 years Guarantee period which would be getting over in the next 5-6 years. Accordingly the proposed Silos will become operational and will replace the capacities built under PEG Scheme as well as other conventional hired capacities. .
â€¢ In all cases the actual assessment of requirement of Silo Storage Capacity will be done by the HLC on the recommendation of the SLC for the Silos.
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